

# The Hongkong Telegraph.

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NEW SERIES No. 6054

號九廿月二閏年元統宣

MONDAY, APRIL 19, 1909.

一拜禮

號九十月四英港香

\$36 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £15,000,000  
RESERVE FUNDS  
Sterling £1,500,000 at 1/2 = \$15,000,000  
Silver 100,000,000 at 1/2 = \$15,000,000  
RESERVE LIABILITY OF PROPRIETORS \$15,000,000.

COURT OF DIRECTORS:  
Hon. Mr. W. J. Gresson—Chairman.  
H. E. Tomkins, Esq.—Deputy Chairman.  
J. W. Randow, Esq.  
G. G. Barrett, Esq.  
C. S. Gubbay, Esq.  
W. Helms, Esq.  
C. R. Leatham, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.  
Shanghai—W. ADAMS ORAM.  
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.  
HONGKONG INTEREST ALLOWED:  
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per Cent. per Annum.  
For 6 months, 3 per Cent. per Annum.  
For 12 months, 4 per Cent. per Annum.  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 10th April, 1909. [20]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1855.  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,500,000  
RESERVE FUND £1,575,000  
RESERVE LIABILITIES OF PROPRIETORS £1,500,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per Annum on the daily balance.  
On Fixed Deposits for 12 months, 4 per Cent.

WM. DICKSON,  
Manager.  
Hongkong, 5th April, 1909. [22]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ..... GOLD \$3,500,000  
ABOUT MKX \$7,500,000  
RESERVE FUND ..... GOLD \$1,500,000  
ABOUT MKX \$3,500,000

HEAD OFFICE:  
60 WALL STREET, NEW YORK.

LONDON OFFICE:  
THREADENBOLD'S HOUSE, E.C.

LONDON BANKERS:  
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per Cent. per Annum on daily balances and accepts Fixed Deposits at the following rates—  
For 12 months 4 per Cent. per Annum.

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,  
Manager.  
Hongkong, 8th April, 1909. [18]

### NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).  
RESERVE FUND Fl. 5,750,884.84 (about £470,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cherbon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabradja (Achoen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS:  
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:  
On Current Accounts 2 1/2 per Annum on daily balance.

Fixed Deposits 12 months 4 1/2 per Annum.  
Do 6 months 4 per Annum.  
Do 3 months 3 1/2 per Annum.  
J. L. VAN HOUTEN,  
Agent.  
Hongkong, 16th July 1908. [16]

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... Yen 15,500,000

Head Office—YOKOHAMA.

Branches and Agencies:  
TOKIO. OHSEFOO.  
Kobe. NIENTSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWGHWANG.  
LONDON. DALNY.  
LYONS. PORT ARTHUR.  
NEW YORK. ANTUNG.  
SAN FRANCISCO. LIOYANG.  
HONOLULU. MUKDEN.  
BOMBAY. TIE-LING.  
SHANGHAI. SHANG-CHUN.  
HANKOW.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

On fixed deposit—  
For 12 months ..... 2 1/2 per Cent.  
For 6 months ..... 2 per Cent.  
For 3 months ..... 1 1/2 per Cent.  
TAKKO TAKAMICHI,  
Manager.

Hongkong, 22nd March, 1909. [17]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 2 1/2 per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 12th January, 1909. [21]

### DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin. Calcutta. Hamburg. Hankow.  
Kobe. Peking. Singapore. Tientsin.  
Tientsin. Tientsin. Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:  
Koenigliche Seehandlung (Preussische Staatsbank).  
Direction der Disconto-Gesellschaft.  
Deutsche Bank S. Bleichroeder.  
Berliner Handels-Gesellschaft.  
Bank fuer Handel und Industrie.  
Robert Warshawsky & Co.  
Mendelssohn & Co.

M. A. von Rothschild & Soehne, Frankfurt.  
Jacob S. H. Stern.  
Norddeutsche Bank in Hamburg, Hamburg.  
Sal. Oppenheim jr. & Co., Koeln.  
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:  
Messrs. N. M. ROBINSON & SONS.  
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY,  
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,  
Manager.  
Hongkong, 4th December, 1907. [23]

## Intimations.

### THE SAVOY.

#### HIGH CLASS AMERICAN STORE.

Regal Shoes ..... \$10.00 per pair

Monarch Shirts ..... \$1.25 each

Closet Evening

Shirts ..... From \$3.75 up

Pyjama Suits ..... " " "

Steamer Rugs ..... " \$3.95 "

### THE SAVOY.

Hongkong, 16th February, 1909. [18]

## MUSIC LESSON.

LESSONS in Violin, Mandolin and Guitar at pupil's residence.

Evening engagements for Dances and Concerts.

Apply to—  
E. J. LOPES,  
Gip Hongkong Telegraph Office.

Hongkong, 9th March, 1909. [45]

## Mails.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALMA	About 21st April.	Freight only.
SHANGHAI, MOI, KOBE & YOKOHAMA	SOMALI	About 24th April.	Freight and Passage.
SHANGHAI	DETLA	About 29th April.	Freight and Passage.
LONDON, &c., via usual Ports	ASSAYE	Neen 1st May	See Special Advertisement.


For Further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 17th April, 1909. [4]

## Intimations.


### LANE, CRAWFORD & CO.

RANSOMES' LAWN MOWERS  
From \$20.00 each.



### "DOHERTY" TENNIS RACKETS.

SLAZENGERS' AND AYRES' 1909 LAWN TENNIS BALLS  
\$10.00 doz.



LANE, CRAWFORD & CO. [30]

## AQUARIUS.

A PURE, DISTILLED TABLE WATER.

In QUARTS, PINTS and SPLITS.

Mixes freely with Wines and Spirits, without in any way destroying the flavour.

CALDBECK, MACGREGOR & CO.,  
WINE AND SPIRIT MERCHANTS.

Hongkong, 15th April, 1909. [31]

## Hotels.

### HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,  
MANAGER.

Hongkong, 15th July, 1909. [16]

### HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PRAX, near the TRAM TERMINUS Tel. 55.

For Terms, &c., apply to the

MANAGER.

Hongkong, 10th July, 1909. [17]

## Shipping—Steamers

### HONGKONG, CANTON, MACAO

AND

### WEST RIVER STEAMERS.

JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND  
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.  
S.S. "HONAM" 2,365 Tons, "FATSHAN" 2,250 Tons, "KINSHAN" 1,995 Tons.  
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.  
S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.  
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.  
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.  
S.S. "HOI SANG."  
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.  
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 7 P.M.

JOINT SERVICE OF  
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,  
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUHOW LINE.  
S.S. "SAINAM" 1,385 Tons, and "NANNING" 1,600 Tons.  
One of the above steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuhow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Linton" and "Sauli." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.  
On SUNDAY, the 25th April.  
S.S. "SUI-AN" will depart from the COMPANY'S WING LOK WHARF at 9 A.M.  
Departure from Macao 5 P.M.  
Popular Excursion Rates as usual.  
Machado's String Band will play selections of Music during the trip.  
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Wharf.  
Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,  
HOTEL MANSIONS, (FIRST FLOOR),  
opposite the Blake Pier. [1]

## Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

Hongkong, 5th February, 1909. A. F. DAVIES, Manager. [66]

### GRAND CARLTON HOTEL.

8 & 10, ICE HOUSE ROAD.

Telegraphic Address "GRAND"—Telephone No. 812.

Forty Large & Airy Rooms. Situation Unrivalled.  
Cuisine Unexcelled.

MATRON IN ATTENDANCE.

TERMS VERY MODERATE.

For further particulars, apply

MANAGER.

Hongkong, 6th April, 1909. [25]

### ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of  
L. GAMEAU, Proprietor.

N. BRUMENTHAL, Manager.

Telephone, 170. Telegrams "Astos." [14]



**MAILS.**  
**NORDDEUTSCHER LLOYD, THE YOKOHAMA DOCK CO., LTD.**  
**BREMEN.**  
**IMPERIAL GERMAN MAIL LINES.**

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"GORDEN" Capt. B. Wilhelm	WEDNESDAY, 21st April.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER" Capt. G. Meisner	About WEDNESDAY, 21st April.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	THURSDAY, 22nd April, 5 P.M.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of May.

For further Particulars, apply to

**NORDDEUTSCHER LLOYD.**  
**MELCHERS & CO.,**  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 13th April, 1909.

**MESSAGERIES MARITIMES.**

**FRENCH MAIL LINES.**

**FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.**  
**TO and FROM JAPAN via SHANGHAI.**

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, OCEANIC	ERNEST SIMONS	Girard	26th April, P.M.
MARSEILLES, VIA PORTS	POLYNESIE	Broc	10th May, P.M.
SHANGHAI, KOBE, YOKOHAMA, OCEANIC	TOKIN	Charbonnel	11th May, at 1 P.M.

Transshipment on the Gale Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

**P. de CHAMPMORIN,**  
AGENT,  
QUEEN'S BUILDINGS.

Hongkong, 19th April, 1909.

**MESSAGERIES CANTONNAISES.**

**FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.**

S.S. "PAUL BRAD," 1,900 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 7 P.M. (Sundays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carry, e.g. the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoen, Canton, or to their Agents

Hongkong, 9th October, 1908.

**BARRETTO & CO., Hongkong.**

**HONGKONG-MANILA-  
ILOILO-CEBU.**

Regular Steamship Service between Hongkong and above ports.

Steamship	Tonnage	Captain	For	Sailing Dates
S.S. "MANDAL"	1,917	Erickson	MANILA	About 20th April, 1909.
S.S. "RIGEL"	1,750	Sievert	Do.	About 20th April, 1909.

For Freight or Passage, apply to

**BARRETTO & CO.,**

Agents.

Hongkong, 13th April, 1909.

**Intimations.**

**THE YOKOHAMA DOCK CO., LTD.**

**No. 1 DOCK.**

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hour.

**No. 2 DOCK.**

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 38.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sootta,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

**INTERNATIONAL SLEEPING CAR**  
**and**  
**EXPRESS TRAINS Co.**

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)  
HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN TOMES & CO.

Agents.

Hongkong, 13th April, 1909.

**PHILATELIC NOVELTY**  
**PRESENTS.**

BASES OF USED POSTAGE STAMPS. Containing:

All Asiatic Stamps.	All Chinese Stamps.
4,000 for \$8.00	4,000 for \$4.50
3,000 " 7.00	3,000 " 3.50
2,000 " 5.00	2,000 " 2.50
1,000 " 3.00	1,000 " 1.50
500 " 1.50	500 " .75

Also Stamps in Packets and Sets, and other Philatelic Requisites at prices to suit every body.

VIEW POSTCARDS, ALBUMS, HINGES, RAPHAEL TUCK'S TOY BOOKS AND RELIEF SCRAP, MANILA CIGARS AND CIGARETTES, &c., &c.

Inspection invited.

GRACA & Co.,

No. 27, Des Vaux Road.

**FURNITURE WAREHOUSE.**

**LI KWONG LOONG & CO.,**  
CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at No. 10, DES VAUX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Office, Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.,

15th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

**AN INSPECTION INVITED.**

Hongkong, 14th April, 1909.

**GUNS**

DIRECT from the manufacturers at lowest prices. 12 bore Double Breakdowns from \$9/6 each. Illustrated catalogue of latest models. Shot Guns, Combination Guns, Sporting Rifles, &c., post free. D. JAMES & REYNOLDS, George Street, Manchester, London, N.O. England.

**A FIGHT IN THE BUSH.**

**NIGERIAN FORCE IN ACTION.**

**A JAMMED MAXIM.**

Details have been received of the recent attack upon the Anglo-German Boundary Commission in Nigeria by a force of a thousand natives in an unknown region adjacent to the Anglo-German boundary.

The fighting (says Reuter) was very severe, and the position at one time critical, owing to the jamming of a Maxim gun. A noteworthy feature of the operations was the heavy co-operation of the Germans, one of the columns being led by the German Commissioner, who, although dangerously wounded himself, brought his column into action.

Owing to the hostility of the natives, Colonel Whitlock, the British Commissioner, proceeded to his base camp at Soukwa, an unmapped place near the boundary, and placed Captain C. E. Heathcote in charge of the operations. At five the next morning the combined force marched out, and subsequently divided into two columns, the German Commissioner, Lieutenant von Stephani, being in command of one column, and Captain Heathcote of the other. Lieutenant von Stephani, who was accompanied by Captain Moore, R.E., had also with him two German non-commissioned officers.

**LOST IN DENSE UNDERGROWTH.**  
Owing to the absence of guides, both forces soon became lost in the dense undergrowth and high elephant grass. Shortly afterwards Captain Heathcote's column came in touch with the enemy. The track was completely blocked with trees, and the natives had also dug pits, sometimes as much as a hundred yards long, and plentifully strewn the route with dangerous spikes, which pierced the soldiers' feet.

Eventually the column came to open ground, by which time two of the soldiers had been spiked through the feet. The enemy at once opened fire, but were driven off by the rear guard. The column then marched to an elevated position, and, being in the open, the enemy now offered a splendid target for the Maxim, but unfortunately the gun jammed at this juncture, and was out of action for some time.

At this moment Captain Heathcote's column became aware that Lieutenant von Stephani's force was also engaged, for the rattle of the latter's Maxim could be heard in the left rear on the other side of the hills. Captain Heathcote having burst some bushes, to indicate his whereabouts to the German column, descended to the enemy in the open. Here a brisk running fight was maintained, and although the enemy repeatedly tried to envelop the force, they were finally driven off to the rear, where it was hoped they would be surprised by the German column.

Meanwhile a third force under Lieutenant Homan, which had been despatched from the base, became engaged, a fact which no doubt prevented a more prolonged attack on Captain Heathcote's column. The combined columns having driven the enemy to the hills returned late that night to camp.

**THE BRUNT OF THE ATTACK.**  
The first news of the German column was then received, and it became evident that they had experienced very heavy fighting, and had borne the brunt of the attack. Lieutenant von Stephani reported that at noon a very large force of fighting men had collected and tried to pass the German column in the rear.

This force at once surrounded the German column in the bush and opened a very heavy attack, in which, at the very start, Lieutenant von Stephani was wounded in two places, one of his non-commissioned officers being also hit on the wrist, and two men being killed.

For over an hour the column was desperately engaged. Meantime the second German non-commissioned officer was shot through the sleeve while serving his Maxim, and several other soldiers were badly wounded.

As the column retired the natives surrounded the force, but although dangerously wounded the German officer, with great gallantry, himself brought his column out of action, being assisted by Captain Moore.

Desultory fighting followed for four days after the events recorded above, by which time organized opposition was over. Colonel Whitlock gives the total casualties as five killed and nineteen wounded.

**Intimations.**

**DON'T BUY**

**ELSEWHERE BEFORE YOU CALL AT FRENCH STORE**

(Opposite ASTOR HOUSE).

**NOW SHOWING**

A Large and Fancy Assortment of the Best FRENCH TOYS, DOLLS,

TOM SMITH'S CRACKERS,

CADBURRY'S CHOCOLATE,

PERNOT BISCUITS.

&c., &c., &c.

Hongkong, 21st November, 1907.

**NOTICE.**

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph Office, or direct to 37, Hollywood Road, and see Mr. Li.

Hongkong, 14th February, 1909.

**WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.**

**METEOROLOGICAL SIGNALS.**

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards

Indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DRUM below

Indicates a Typhoon to the North-East of the Colony.

3. A DRUM

Indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below

Indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards

Indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below

Indicates a Typhoon to the South-West of the Colony.

7. A BALL

Indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below

Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

**URGENT SIGNAL.**

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

**NIGHT SIGNALS.**

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

**SUPPLEMENTARY WARNING.**

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock. Aberdeen.

Waglan. San Ki Wan.

Stanley. Sai Kung.

Cape Collinson. Sha Tin Kai.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the (J) Hongkong.

F. G. FIDG.

Director.

Hongkong, 14th April, 1909.



## Intimation.

## Powell's

28, Queen's Road.

NEW GOODS  
FOR  
GENTLEMEN'S  
WEARFine Quality  
*Zephyr*  
Shirts  
Exclusive DesignsThin  
Cashmereand  
*Lisle Thread*  
Socksin  
PLAIN COLOURS  
and  
SMART STRIPES

INDIA GAUZE

and

CELLULAR  
SINGLETPITH,  
CORK

and

RUBBER  
HELMETS

Moderate Prices

Gentlemen's  
Department.POWELL'S  
ALEXANDRA

BUILDINGS.

and

28, Queen's Road.

Hongkong, 16th April, 1909.

## Intimations.

HONGKONG GENERAL CHAMBER OF  
COMMERCE.

THE ANNUAL GENERAL MEETING of the Members of the HONGKONG CHAMBER OF COMMERCE will be held on FRIDAY, the 23rd April, 1909, at 4 P.M. in the CITY HALL, for the following purposes:—

1. To receive the Report and Accounts of the Committee for the year ending 31st December, 1908.
2. To elect a New Committee.
3. To transact any general business.

By Order,

E. A. M. WILLIAMS,  
Secretary.  
Hongkong, 14th April, 1909. [343]

HONGKONG GYMKHANA CLUB.

THE FIRST MEETING of the Season will be held at Happy Valley, on THURSDAY, the 24th inst., commencing at 3.30 P.M.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half-price. The Committee invite the Ladies of Hongkong to be present.

C. GORDON MACKIE,  
Hon. Sec. and Treasurer.  
Hongkong, 17th April, 1909. [351]GREEN ISLAND CEMENT COMPANY,  
LIMITED.

PORTLAND CEMENT.

In Casks of 3 1/2 lbs. net \$5.50 per Cask or Factory.

In Bags of 150 lbs. net \$3.45 per Bag or Factory.

SHEWAN TOMES & Co.,  
General Managers.  
Hongkong, 16th April, 1909. [356]THE DRAPERY  
EMPORIUM,

7, Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN AND CHINESE  
USEFUL ARTICLESCLOTHING, FANCY GOODS  
and TOYSAT  
VERY NORMAL RATES.

READY FOR SALE.

The Latest Style Goods for Present Season  
Gentlemen's and Children's.HATS, BONNETS (Hat Flowers), RIB-  
BONS, LACE, BRIDAL VEILS,  
FANCY DRESS GOODS, MUSLINS,  
LAWNS, NAINSOOKS, SHIRT-  
INGS, ALPACAS, HOSIERY,  
ENGLISH and AMERICAN FOOT-  
WEARS, &c., &c.Prices and Samples on application.  
Best attention to all Coast Port Orders.  
Hongkong, 16th April, 1909. [346]PEAK TRAMWAYS COMPANY,  
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m.  
every half-hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 10.30 a.m. Every 30 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.45 a.m. to 12.00 noon. Every 10 minutes.  
1.00 noon to 1.30 p.m. Every 10 minutes.  
1.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 8.15 p.m., 11.30 p.m., and  
11.45 p.m.SPECIAL CARS by Arrangement at the  
Company's Office, ALEXANDRA BUILDING,  
Des Voeux Road Central.JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1909. [347]D. NOMA,  
PROFESSIONAL TATTOOERAND  
THE EXPERT REMOVER OF TATTOO  
MARKS.

No. 66, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then  
H. R. H. The Duke of York, and  
H. R. H. The Emperor of Russia, and having  
4,500 testimonials from all sources.My 34 years' experience in tattooing is a  
guarantee of good work and prompt execution.  
My colours are absolutely fast and perfectly  
harmless, and produce a charming effect not  
attained by any other. As tattooing is a  
species of surgery, care must be taken to  
have the work done in a perfect, high toned  
manner. In order to take special precaution  
against possible dangers, I use fresh materials  
daily.The copying of Portraits with distinct  
encompasses a speciality.

Hongkong, 1st September, 1908. [350]

## Entertainment.

COMING COMING

THE  
HIPPODROME  
CIRCUS &  
MENAGERIE.LOCATION:  
CAUSEWAY BAY.

WATCH THE DATE.

Box Plan

ROBINSON PIANO CO.

A. JACKSON,  
Representative.

Hongkong, 5th April, 1909. [352]

## Intimations.

THE DAIRY FARM CO., LD.

WE are Specializing in a Line of  
BACON and HAM.

EXCEPTIONAL QUALITY.

Only 60 cents a lb.

CUT OR UNCUT.

Hongkong, 27th March, 1909. [297]

PABST BREWING COMPANY,  
MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY  
SIEGESS & Co.,Agents for  
HONGKONG & SOUTH CHINA.

Hongkong, 10th July, 1909. [16]

Telephones:  
482.Telegrams:  
"Cyclometer."

## CONTINENTAL

AND

## HOME RATES.

IMPORT AGENTS

FOR

Motor Cars,

Cycles,

Lunches,

Automobiles.

DRAGON CYCLE  
DEPOT,

HEAD OFFICE and SHOW

ROOMS.

33-35, Des Voeux Road, Central,  
Hongkong. [347]

AN APPEAL.

THE SUPERIORES of the ITALIAN  
CONVENT, CAUSEWAY BAY, begs  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state  
that she will be pleased to receive orders for  
all kinds of NEEDLEWORK.

Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.  
Ladies and Children's Under-clothing, Cal-  
lender's Dresses, and all kinds of Embroidery.  
Materials can be supplied, if required.

The Superiores will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Purses for the Children of the Poor School,  
who are taught by the Sisters.

We would be glad to see you on April 19th.

## BROKEN HILL.

Eight hundred miles westward from Sydney, and about three hundred and thirty to the north-east of Adelaide, stands Broken Hill. Tall chimneys, towering above gigantic heaps of accumulated tailings, throw off grey streams of smoke that drift slowly in the clear air above the roofs of a town of nearly forty thousand people, which has sprung up in one generation in the midst of vast stretches of uncultivated land devoted to sheep runs. For the greater part of the year the lurid sun glares down from cloudless skies upon this human hive, where, under normal conditions, remote from other centres of population, everybody is busy, money is plentiful, and trade is thriving.

For many miles back from the Darling, the country towards the silver hills of New South Wales is a dull, dead monotony of red or white sand in solid swells, as thousands of great billows of the Southern Ocean had been suddenly tilted and changed from water into land. The neutralized salt-bush and blue-bush by which they are cropped, further accentuate the general impression of featureless waters filling the outlook to the rim of the pallid sky. Captain Charles Sturt, in his narrative of an expedition into Central Australia in 1844-6, wrote: "That the range of hills I have called Sturt's Barrier Range, and that all the mountain chains to eastward and westward of it, were once so many islands, I have not the slightest doubt, and that during the primeval period a sea covered the deserts over which I wandered."

The view is sometimes broken by belts of dense low scrub, or by large gums, mapping on the landscape the course of a creek, along which the banks they stand like sentinels.

In some of the rare depressions in the black blocks, enormous lakes, strewn with wildflowers, have been formed by the overflow of the Ana branch; but, after a succession of floodless years, their dry basins, fissured by immense cracks, add another desolate feature to the scene. Yet sheep thrive in this country, where heavy rain may fall to fall for three, four, or more years, and some of the finest and cleanest wool Australia produces comes from the stations of the Lower Darling.

Broken Hill, known officially as Willyama (aboriginal for "a youth"), now challenges Newcastle as the second town of the State; but no railway yet links it with the capital. Hay to the south, and Bourke, in the north, are the furthest points to which the lines have penetrated. A coach drive of over three hundred miles has to be faced from either of these places. The journey may, however, be made the whole way from Sydney by train, via Melbourne and Adelaide. From the South Australian capital a line extends to Cockburn on the border, whence a steam tramway takes the traveller to his destination through thirty-five miles of uninteresting, dusty, mineralised country, where stunted salt-bushes, stripped of leafage by hungry stock, present a wretched spectacle of natural vegetation. The land around is honeycombed by holes, while empty houses and rusty machinery grouped around abandoned mines bear mute witness to the disappointed hopes of thousands of shareholders who have sunk their gold in mining ventures on the Barrier.

"But out in 'the Never-Never,' margined by failures, Broken Hill has prospered. Fires, creeps, strikes, intractability of ores have at different times menaced progress; but the difficulties have been only of a temporary character. From the famous mines a rich stream of silver, lead, and zinc has poured almost continuously into the markets of the world. Since the beginning of the year the town, whose inhabitants are all directly or indirectly dependent on the mines, has been again involved in an industrial war, and is suffering the loss and inconvenience entailed by such a conflict. The men appear to be fighting as hopeless a battle as that of 1892, when the result of spending all their funds, as well as large contributions from outside sympathisers, was the supplantation of two thousand of their number, imprisonment for their leaders, and a fear hand to the owners in the management of their properties."

Murray Eyre in *Pall Mall Gazette*.

## COMMERCIAL.

## FREIGHT MARKET.

Messrs. Lambs and Rogge write in their fortnightly circular of 17th inst.:

The change for the better, reported on last issue, has been fully maintained, and if actual chartering business during the past fortnight was restricted to a comparatively small compass, there is but one reason, namely, that the former overplus of tonnage has entirely vanished, and that demand has begun to exceed the supply. "Liners," i.e., the boats of the Indo-China S. N. Co. and China Navigation Co. are well provided for in their own sphere up North, and *pro tem*, there can be no question of the two fleets interfering with other business, this now being left to "outsiders," which, after a long spell of adversity, find themselves inquired after for employment worth consideration, so that altogether the outlook for the next few months at least, may be described as encouraging.

Salmon to Hongkong: After rising to 17 cents, the rate relaxed again under the influence of a weaker local rice market. Closing quotation is 16/6 1/2 cents, at which rate several boats could be placed.

From Saigon to Singapore several inquiries have reached here in the course of last week, but business in that direction has no longer any attraction for owners, as more profitable employment can be found for boats up North. The rate Saigon to Singapore at this moment stands at about 37 cents.

Hongkong: The new rivals to the North German Lloyd, recently alluded to, have at length written the first two of their six time chartered boats, loading at Bangkok for this port. No details are to hand yet as to what

rate of freight has been fixed by the German Company in order to fight the newcomers.

From Newchwang to Canton several further charters have resulted, and owners have been successful in working the rate up to 50 cents per picul.

From Wuhu to Swatow and Canton tonnage is eagerly inquired after, and rates in view of the limited supply of suitable craft should experience an appreciable advance. Present rate is about 22/23 cents.

Coal freights continue very firm, and tonnage is as scarce as ever. Moji to Hongkong \$1.80 has again been bid, and Haiphong to Swatow a boat is fixed at \$2 per ton.

Time-charter: Two Scandinavian steamers have been taken up for short terms by certain Haiphong shippers, who have decided to carry out a boycott against the three shipping companies, which have hitherto monopolized the Haiphong trade.

Salt tonnage loading or to load:—None.

Salt tonnage disengaged:—None.

Departure of sailers:—None.

## GROWING GIRLS NEED

THE STRENGTH THAT LIES IN NEW

GOOD BLOOD.

A SUFFERING GIRL IN JAVA CURED BY  
Dr. Williams' Pink Pills.

The health, beauty and welfare of growing girls depend upon the condition of their blood. Neglect of health during the years of development means a life of misery, with the sufferer robbed of every spark of vitality and reduced by Anaemia to a drowsy, listless, invalid. At this period Dr. Williams' Pink Pills for Pale People are a positive blessing to weak bloodless girls; as a proof read the case of Miss Anna Mohr, as related on her behalf by her uncle Mr. Henry Guttenberg of Palembang, Java; of whose household this young lady is a member.

"When 17 years of age my niece Miss Anna Mohr became afflicted with severe headaches," said this gentleman. "These headaches, so turned daily, and seemed to increase in violence as time went on. The poor girl lost her appetite, slept badly at night, suffered from those irregularities of health which are usual in such cases, and always seemed low-spirited and weary."

"As I had heard and read much about the curative merits of Dr. Williams' Pink Pills for Pale People, such cases I persuaded my niece to give these Pills a trial, with the result that after taking the first bottle of them she noticed they were having a favourable effect on her. So, thus encouraged, she continued with the use of Dr. Williams' Pink Pills for some months, until she found that she was completely cured of the headaches and other ailments and had no further need of them."

"Now my niece is as bright and lively and well as could be wished; her only regret is that she did not give Dr. Williams' Pink Pills a trial sooner, and thus have been spared a lot of suffering. She therefore gladly permits the publication of this testimonial for the information and benefit of other sufferers who may still be unacquainted with the astonishing curative powers of Dr. Williams' Pink Pills."

"Transformed from constant suffering and misery to the full beauty of robust, cheerful, healthy womanhood, thousands of ladies tell gratefully how Dr. Williams' Pink Pills for Pale People cured them. These Pills are equally beneficial to men as to women; and are world-famous as the great remedy for Anaemia, Indigestion, Liver Complaint, Rheumatism, Paralysis, Beri-Beri, Malaria, Debility, Early Decay, Eczema, and Skin Diseases. They are obtainable at most shops where medicines are sold, also direct from the Dr. Williams' Medicine Co., 8 B Kinsland Road, Shanghai, at \$1.50 per bottle or 6 bottles for \$8/- mex post free. [5]

## Intimations.

## NOTICE OF REMOVAL.

WE have this Day REMOVED our OFFICES to No. 14, DES VOEUX ROAD (formerly occupied by Messrs. Shewan, Tomes & Co.)

ARRATON V. APCAR & CO.  
Hongkong, 12th April, 1909. [337]

Benger's Food is  
mixed with fresh  
new milk when  
used, is dainty  
and delicious,  
highly nutritive,  
and most easily  
digested. Infants  
thrive on it, and  
delicate or aged  
persons enjoy it.

Benger's Food is sold in tin, by all  
Chemists, etc., everywhere.BENGER'S  
FOOD

## Consignees.

## NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND  
CALCUTTA.

## THE Steamship

"CATHERINE APCAR,"  
having arrived from the above Ports, Con-  
signees of Cargo are hereby informed that their  
Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel  
will be landed at once, at Consignee's risk and  
expense.

Cargo remaining on board after 4 P.M. of the  
13th inst., will be landed at Consignee's risk  
and expense.

Consignees of Cargo from SINGAPORE  
and PENANG are requested to take IM-  
MEDIATE DELIVERY of their Goods  
from alongside such Cargo impeding the dis-  
charge of the vessel will be landed and stored  
at Consignee's risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the  
Undersigned.

DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 10th April, 1909. [336]

## INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

## THE Company's Steamship

"NAMSANG,"

having arrived from the above Ports, Consig-  
nees of Cargo by her are hereby informed that  
their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining  
on board after 4 P.M. of the 17th inst., will be  
landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co., Ltd.,  
General Managers.

Hongkong, 14th April, 1909. [16]

## FROM EUROPE.

## THE H. A. L. Steamship

"SILESIA,"

Captain von Hoff, having arrived, Consig-  
nees of Cargo are hereby requested to send  
in their Bills of Lading for countersignature  
by the Undersigned and to take immediate  
delivery of their goods from alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-  
DAY.

Any Cargo impeding her discharge will be  
landed at Consignee's risk into the hazardous  
and/or extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown Com-  
pany, Limited, and stored at Consignee's risk  
and expense.

All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 22nd inst., will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 21st inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,

Hongkong Office.

Hongkong, 15th April, 1909. [349]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENAVON,"

FROM ANTWERP, MIDDLESBRO'

AND LONDON.

CONSIGNEES of Cargo, are hereby  
informed that all Goods are being landed  
at their risk into the hazardous and/or extra  
hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Co. Ltd.,  
whence and/or from the wharves delivery  
may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 22nd April, 1909, will  
be subject to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
29th April, 1909, or they will not be recognised.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 22nd April, 1909, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 15th April, 1909. [348]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co's Steamer

"ASSAYE,"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo, by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., to S.S. India.  
From Australia, to S.S. Moldavia.  
From Calcutta, to S.S. Japan.  
From Persia Gulf, to S.S. B.N. and S.S.  
S. S. N. Co's Steamer.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
5 hours.

Goods not cleared by the 21st inst., at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representatives at the  
appointed hour.

All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns.



## Intimation.

**A. S. WATSON & CO., LIMITED.**

ESTABLISHED A.D. 1841.

**CHEMISTS**

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

**Watson's HYGIENOL, AND BUBONIC PLAGUE!**

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided, by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

**HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE**

Price per Pint ..... 50 cents  
" " Gallon ..... \$2.00

**A. S. WATSON & CO., LIMITED.**

HONGKONG DISPENSARY AND KOWLOON DISPENSARY.

Hongkong, 17th March, 1909. [28]

## MARRIAGE.

**JOHNSTON SANDER.**—On April 17th, at St. John's Cathedral, Hongkong, by Rev. F. T. Johnson, M.A., BENJAMIN CHARLES MATURIN, Esq., of Linowell, Co. Kerry, Ireland, to FANNY ELIZABETH, third daughter of Rev. Samuel Dickson Sanders, M.A., of 26, St. Paul's Road, Thornton Heath, Surrey, England, late Rector of Marlesford, Suffolk. [555]

**The Hongkong Telegraph**

HONGKONG, MONDAY, APRIL 19, 1909.

**THE HONGKONG-HAIPHONG RICE SHIPPING TRADE.**

For the second time within eighteen months the principal merchants engaged in the exportation of rice from Haiphong to Hongkong are at loggerheads with the three chief shipping Hongkong firms engaged in the trade between the two centres. The actual position of the parties to the dispute was detailed in our news columns on Saturday, but the matter is of so much importance that it merits the deep consideration of a community whose interests are largely concerned with the import trade, even where that trade is confined to a brief period every year. For while it is the shipping firms of the Colony which will suffer at the outset, any boycott instituted against them is certain to be reflected in a variety of other ways as the most curious examinations will show. There are the questions of godown accommodation, labour in connection with the redistribution of the product, insurance, transportation charges and cargo provision for vessels trading to the North. So that taking these few out of many industries concerned the situation has to be faced not merely by the three shipping firms directly affected, but by the larger body of employers and employees connected with the numerous branches of this large and not over-representative trade. As was stated in our exclusive report of the conditions as they stand at present, the three shipping firms affected by the sulky attitude of the Haiphong merchants are—Messrs. A. R. Marty & Co., who have two vessels in the trade, Messrs. Jensen & Co., who have five, and Messrs. Butterfield and Swire, who have three, the latter firm being the youngest competitor for a share of the rice-carrying trade to this port. There is a somewhat singular similarity between the terms which have led to the latest dispute and that which occasioned the former. It is all a matter of the freight charges, and the Haiphong exporters are no doubt buoyed up in their

belief that they will ultimately succeed in gaining their end by the fact that the former conflict resulted in their favour, the shipping companies having to climb down and submit to the demands of the shippers. We do not know whether it is due to the plethora of steamers which are prepared to agree to the terms of the exporters that has induced this form of boycott to be established, or whether the shippers find it unprofitable to pay a higher rate than that formerly in force, but it is certain that the three shipping firms concerned have not taken the step they proposed of increasing the freight charges without full appreciation of the results likely to flow from their combined action. It seems that when Messrs. A. R. Marty & Co. held a monopoly of the trade, the Haiphong exporting firms were quite willing to pay for the carriage of rice to Hongkong at the rate of 25 cents a picul. When Messrs. Jensen & Co. realised that there was an opening for their steamers to engage in friendly competition with the pioneer firm, no objection was raised to the continuance of the freight rate at the original figure. But when Messrs. Butterfield and Swire appeared on the scene, the exporters saw their chance of playing off one firm against another and the outcome of their efforts was to secure a reduction in the rate of five cents per picul. As a result of the statement which appeared in Saturday's issue of the *Telegraph* said, in explaining the facts: "As the competition operated against the triple shipping interests, a mutual arrangement was arrived at whereby it was agreed to revert to the old freight of 25 cents per picul, under penalty in case of a breach by any one of the three contracting parties. The pool came into force on the 20th November, 1907. Accustomed as the Chinese exporters have been, for a time at any rate, to a cheaper freight, the 'Conference' terms did not suit them at all. Hence the determination to boycott the regular liners. In fixing the rate at 25 cents, the 'pool' did no more than revert to the old figures, and any charge of an extortionate tariff could not therefore be sustained against them. Especially, as we understand, it has been found by long experience that that was the only workable and paying basis to the shipowners." The harmonious arrangement does not appear to have lasted for any length of time. The opposition of the shippers proved so irresistible that the shipowners found themselves compelled to accede to the demands of the rice dealers and the conference rate became a dead letter. With the Chinese exporters masters of the situation, the freight rate was reduced once more to 20 cents a picul and there the matter stood for a time. But only for a time, because it was found that the regular vessels on the route could not be run on the terms in force. Consequently, it was decided to increase the tariff not to its old figure of 25 cents a picul but to 26 cents, which seems to have exasperated the shippers to such an extent that they decided to dispense with the services of the old-established carriers and charter vessels on their own account. With a plethora of tramp seeking engagements at any reasonable price the Haiphong people easily managed to secure their end and they have already closed with two vessels, a Swedish and a Norwegian steamer. So far the fight has gone in favour of the Chinese merchants, but there is more to be considered than the mere carriage of rice from Haiphong to Hongkong. There is the question of return cargoes to be weighed, for if the entrants in the trade have to bring their vessels back to Haiphong in ballast the venture may prove to be an exceedingly costly one for them. There lies the power of the three shipping firms against whose interest the boycott has been instituted. If the boycotted shipowners find it unprofitable to trade at the rates which the Haiphong merchants seek to enforce, it is somewhat difficult to see how outsiders will be able to do so. But that is their outlook, that is to say it is the outlook of the charterers who have agreed to pay a lump sum of \$5,000 a month for the use of the steamers. It will be interesting to learn what the belligerent rice merchants at Haiphong will be called upon to pay on the average per picul, for the conveyance of their rice to Hongkong, after the "three months' experience" they are embarking upon.

## A FRIENDLY AGREEMENT.

It is a well-known fact that the work of the French authorities on the borders of Tonkin and Yunnan, especially in connection with the construction of the railway in that region, has been greatly hampered and harassed by the activity of Chinese revolutionaries. It was only last year that a band of Chinese revolutionaries who had been attempting without success to raise disturbances in Kwangsi and Yunnan sought safety on French territory where they indulged in their favourite pastime of brigandage. The pursuing Chinese forces were compelled to remain on the boundary line while the revolutionaries could afford to ignore their existence. Eventually, there was a conflict between the French and Chinese troops which might have ended disastrously and led to an international question being forced on the parties had not wise counsels prevailed.

ed. We read now that a treaty has been arranged between France and China respecting the main questions involved, so that there is little likelihood of fresh causes of complaint under this head cropping up in the future. The treaty or agreement is in most respects similar in its terms to those already existing between the United Kingdom and China, and the only wonder is that it has not been adopted before this time. We are told that it consists of five articles, under the second of which "the French authorities undertake to put down sharply every kind of revolutionary and anti-dynastic agitation—especially as regards printed matter—directed against the Chinese Government, in Indo-China. The leading agitators will be deported or prosecuted. Newspapers offending will be suppressed." That summarised version is rather vague, for it would seem to mean that the French authorities were to take a hand in punishing revolutionaries who were deemed suspects by the Chinese Government. We cannot believe that the summary properly conveys the terms of the article in question, but simply publish it as it appears in a Shanghai contemporary. The third article "provides for the disarmament and confinement of Chinese revolutionaries taking refuge in French territory. After a while such revolutionaries will be deported from the Colony upon due notice of the fact being given to the Chinese Government—the latter to bear all the expense. Measures will be taken to prevent them from returning to the Colony." Here again there is an indefiniteness regarding the precise measures which the French Government will take in the event of political exiles seeking shelter on French soil. With regard to the fourth article, the French Colonial authorities will be directed to surrender to the Chinese Government all refugees criminals guilty of what the law of China considers to be brigandage or piracy. Should the criminals plead that they are political offenders, a searching inquiry will be made to prevent them from escaping punishment under this plea. Probably that means that the law of extradition will be followed and should a *prima facie* case be made out against the alleged offender he will be handed over to be dealt with by the Chinese authorities. Under the fifth article it is stated that "both Governments agree to stop the contraband trade in arms on the frontier. It is confidently expected that the Chinese revolutionaries will take note of the treaty, and will forbear from passing into French territory, now that they know what is in store for them." That is how the quotation appears, but the second sentence is probably merely an independent comment and not an integral part of the treaty. At all events, the treaty, if followed to the letter, should prevent a recurrence of those incidents which have previously led to a distinct coolness in the relations existing between the two Governments. The question now is where will these revolutionaries proceed when they are in danger of their lives. The answer seems to be Hongkong, so that the work of the authorities in this Colony is likely to be greatly increased when the season of rebellion arrives.

## LOCAL AND GENERAL.

THE English mail of the 20th March was delivered in London on the 17th inst.

THERE was only one case on the calendar for the April Criminal Sessions which opened and concluded to-day. The prisoner pleaded guilty, therefore the service of a jury was not required.

H. E. CHANG Chib-tung intends to select one hundred students from the Peking University and graduates from colleges in Japan, and send them to the United States of America for study.

WE are informed by the Agents (Messageries Maritimes) that the cargo of silk shipped on board the s.s. *Tourans*, which left this port on the 16th March, was delivered in Lyons on the 17th April.

THE Waiwupu contemplates obtaining a settlement for Chinese residents in Korea and has been consulting with the Consul-General in Seoul and the Japanese Minister in Tokio on the subject.

THE Chinese Engineering and Mining Co.'s total output of the Company's three mines for the week ending 3rd April, 1909, amounted to 25,158.93 tons and the sales during the period to 30,702.32 tons.

PRINCE Su intends to organize a Department for the translation of books and papers relating to Navies and naval affairs. His Highness also purposes paying a visit to the different harbours to fix on the naval bases.

RETURN of visitors to the City Hall Library and Museum for the week ending the 18th April, 1909:—

	Library.	Museum.
Non-Chinese.....	375	226
Chinese.....	173	245
Total.....	548	471

LI CHAN, a coolie with a touch of the pugilist in him, gave one of the attendants of the 'Pal Pig' Theatre a rather rough time yesterday. The attendant called upon Li Chan to pay a cent for a cushion he was using. Li refused, and when the attendant attempted to take away the cushion, Li gave him a hammering, for which he was ordered to pay a fine of \$5 this morning.

THE s.s. *China's* mails were delivered in San Francisco on the 14th inst.

THIS afternoon, Kaka Singh, the warder, who was charged with supplying a prisoner in gaol with pork, was discharged. Mr. J. H. Kemp held that it was not proved that defendant took the pork into the gaol, and giving the pork to a prisoner was not an offence.

IT is stated that the Portuguese Minister has gone back on his agreement to cancel the Canton-Macao Railway concession and demands that the line should be built jointly by Chinese and Portuguese. The Waiwupu, however, has not replied to him in the matter. —*N. C. D. News.*

ON the 6th instant a number of sunbathers were commanded to be examined by the Comptroller of the Imperial Household as to whether they were addicted to opium-smoking, and those who did not attend the examination were to be handed over to the Judicial Department for punishment.

A BLACKSMITH named Tsang Kwok was ordered to pay a fine of \$2 in the Police Court, to-day, for removing three young birds from their nest in Garden Road on Saturday. The defendant was seen removing the birds from a tree by Private F. Cook and Drummer A. Collier, of The Buffs, and was given in charge.

THE assistant superintendent of the Victoria Gaol (Mr. A. R. Craig) stated to the Police Court, this afternoon, during the trial of the Indian warder charged with supplying a prisoner with food, that pork formed part of the ration and that it was only supplied to good conduct prisoners after they had completed three years in gaol.

A MAN, who is very well known to the police, was caught red-handed yesterday trying to force open a locked box in the Chinese Recreation ground. The box belonged to a hawker, from whom the suspect, Lo Sai Lau, had stolen it. The instrument used to force up the lid resembled a jemmy. Defendant was sentenced to two months' hard labour.

IT is stated by Chinese contemporaries that the youthful Emperor H.M. Hui-n Tung, has been learning Chinese characters for the last two months and is already able to recognize a good number of them and to explain their meaning with great interest to his attendants. The Empress Dowager is highly delighted and shows much love for her Imperial nephew.

A CHARGE of alleged embezzlement was brought against Lam See Chio, a shopkeeper, of 451, Connaught Road West, in the Police Court, to-day. The complainant was Hui Ching Kau, another shopkeeper, of 28, Tai Mi Alley. The sum involved is put down at \$245. The arrest was made on a warrant. Mr. Otto Kong Sing prosecuted, and the case was remanded. Particulars are not yet to hand.

IN a fight which took place in Hollywood Road on Saturday evening, a coolie had the third finger of his right hand broken. His alleged assailant, Wong Hing, was arrested. It is asserted that Wong and another man were trying to induce Kung Wun to migrate to Singapore. Kung refused, and was struck on the finger with a pole. The injured finger was amputated. Accused was charged and remanded to-day.

THE "snowball" prayer seems rather a new departure. You receive it on a postcard, with a request to send it on to nine people every morning for nine days. If you and all these recipients carry out this request, the result will eventually be a volume of prayer such as has been seldom produced, and of a character more universal than has probably ever been the case hitherto. It may not exactly bring the Millennium, but there can be no question as to the effect it might have on the sale of postcards.

POLICEMAN J. O'Sullivan, of Shau-ki-wan Police Station, arrested a coolie yesterday morning, as a suspicious person. The coolie, Cheung Wah, it is alleged, was found in a store-room in the Shipyard, which contained about £5,000 worth of diving and other gear. Accused is believed to have entered the store-room by slipping back the bolt through a broken piece of glass. This morning, the suspect was charged before Mr. J. H. Kemp, but "owing" to insufficiency of evidence, the case was discharged.

THE British North Borneo Herald says:—Mr. and Mrs. Bridger left by the s.s. *Darwin* on the 20th ult. Mr. Hutchison takes Mr. Bridger's place as Engineer in charge of the China Borneo Company's Shipway. A large party of Europeans assembled on the s.s. *Borneo*, which sailed for Hongkong on the 22nd, to say goodbye to Mr. W. D. Jupp who goes to Hongkong to join the Hongkong branch of the China Borneo Co. Mr. Jupp has been in the service of the China Borneo Co. in Borneo for some 12 years and he will be greatly missed by his many friends.

A COOLIE, Wong Hoog, unemployed, was found guilty at the Magistracy, to-day, of stealing a tricycle, valued about \$2, from 5, Salisbury Avenue, Kowloon, the residence of Sergeant F. Ford, of The Buffs, stealing a pearlambulator, worth about \$10, the property of Captain Wm. Mason, of 25, Nathan Road, and tearing a baby's push chair from 7, Cameron Terrace, belonging to Guinet Day, R.G.A. The thefts were committed on different days this month. It was explained that in every case the property was taken off the verandah at night, brought over to Hongkong and sold to a second-hand furniture dealer, from whom they were recovered. The thief was sentenced to six months' hard labour and four hours' stocks, while the furniture dealer, who was not charged with receiving stolen property, was ordered to return the goods to the owners without compensation.

## Bank Shroff Convicted.

## LENIENT SENTENCE IMPOSED.

END OF THE HONGKONG BANK EMBEZZLEMENT CASE.

Considerable interest was manifested in the trial, which took place this morning, at the Criminal Sessions, of Leung Kwai Leung, alias Leung Pak Shun, who was indicted on two charges—larceny and embezzlement. The prisoner pleaded "guilty" to both counts, and a plea for mercy was entered. Leung Kwai Leung was once a shroff in the employ of the Hongkong and Shanghai Banking Corporation, and the charges on which he was arraigned were (1) that on the 3rd of June, 1905, he stole \$10,747.71 in cash and (2) embezzled \$40,000, the properties of the Bank.

When asked to plead to the charges prisoner stated that he was "at fault." He left the matter in the hands of the Court, and begged for leniency.

Sir Henry Berkeley, K.C. (Attorney-General) with whom was Mr. Dennis, J., of the Crown Solicitor's office, said that that was a plea of guilty.

Mr. H. G. Calhoun (for the defence) believed that the prisoner intended to plead guilty, and asked permission to interview his client. This was allowed, and a few minutes later, prisoner was asked if he had anything more to say.

"I did sign the matter," he remarked, pressing both hands together, as if in prayer. "All went through my hands. I am at fault, and I would ask your Lordship to deal with me leniently."

The Attorney-General then outlined the particulars of the case for the information of the Court. The prisoner, he stated, was one of a large number of shroffs in the employ of the Hongkong and Shanghai Bank. He was not the head shroff, and one of his duties was to receive money from depositors. On June 3rd, 1905, one, Lo Lim Shum, went to the Bank to deposit \$50,747.71, on behalf of the Inspector-General of the Imperial Chinese Customs. The money comprised \$10,747.71 in notes and coins and a cheque for \$40,000. This money was handed to prisoner together with the paying-in book. Prisoner had the cheque noted as good and went through the usual formalities, signing the paying-in slip, and returning it to the depositor. That large sum was then in prisoner's possession. So far as the cash was concerned he ought to have handed that over to the Note Shroff, while the cheque should have been placed into a box, from which it would have been taken out in due course by the proper person. Instead, prisoner kept the cash. The cheque, which was made payable to bearer, he handed to another man, who cashed it, and the prisoner disappeared. The shortage was soon discovered, and defendant was traced to Shanghai, where he was arrested.

Counsel for the defence then addressed the Court. He remarked that the way in which so large a sum came into the hands of the prisoner was as follows:—The Tung Tak Tai Bank, agents for the Imperial Maritime Customs, paid in a large sum of money and a cheque (payable to bearer) to the Hongkong and Shanghai Bank, which the prisoner received. After the usual formalities had been gone through, and the depositor had gone, the prisoner turned round to count the cash and found that \$5,000 out of it was missing. He became frightened at what had happened, so he gathered up the whole amount, and went to consult a friend—a most unscrupulous person. He told the friend his story, and this was the "advice" he got: The friend told him that it was a most impossible story, that nobody would believe him, that the best thing for him to do was to keep the balance of the money, and that he (the friend) would assist him in leaving the Colony. The result was that the friend received the greater part of the money (about \$40,000) the prisoner received a few thousand dollars, and went North. He eventually reached Shanghai, where he was arrested.

Mr. Calhoun went on to say that prisoner was a young man. He was only about twenty-one at the time of the occurrence, and he must have been a man of respectable position before he could have entered the Bank. Then came the sudden temptation. He had to account for the \$5,000, and was led away by a person older than himself. It was not a case, he pointed out, of a man who had committed a deliberate act of fraud. He asked his Lordship to view the case with leniency. It was, no doubt, a serious offence, but he thought that prisoner's story was true.

The Attorney-General pointed out the section of the Ordinance to the Court, and added that the maximum penalty for the offence was fourteen years, the minimum three.

Sir Francis Pigott (the Chief Justice) in passing sentence, said that he did not regard the offence from the nature of the amount, but the character of the offence and the position the prisoner occupied.

A sentence of five years' imprisonment with hard labour was passed.

Thus ended the April Criminal Sessions.

## OWNER WANTED.

A chair coolie was taken to the Central Police Station to-day with a silver cigarette case in his possession, on which appeared the following inscription:—"Presented to C. S. Wade, by his colleagues at Dick, Kerr & Co., Preston, 15. 6. 07." The police are anxious to find the owner so that a charge may be brought against the coolie.

A RUSSIAN named Nokoran and a Finn named Thomas Keviam were charged in the Police Court, this morning, with obtaining a passage on board the steamer *Alt Maru* without paying their fares. The defendants, who pleaded guilty, boarded the ship at Shanghai, and concealed themselves in the fore-cabin. They were not discovered until the vessel was entering the harbour, yesterday. They were fined \$5 each, or two months' hard labour. They did not pay the fines.

## Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

MACAO BOUNDARY QUESTION.

NO BRITISH INTERFERENCE.

[By courtesy of the "Sheung Po."] Peking, 18th April.

Sir John Jordan, British Minister in Peking, has notified the Waiwupu that Great Britain will not interfere in the matter of the delimitation of Macao.

ANOTHER RAILWAY.

NANKING-WUHU LINE.

[By courtesy of the "Sheung Po."] Peking, 18th April.

H.E. Viceroy Tuan Fang has memorialized for permission to construct a line of railroad from Nanking to Wuhu.

It is proposed to raise the funds in Kansu and Anhui provinces.

CANTON-HANKOW RAILWAY.

THE LOAN AGREEMENT.

[By courtesy of the "Sheung Po."] Peking, 16th April.

The final agreement for the Canton-Hankow Railway Loan is not yet signed.

It is reported that the American Minister in Peking has intimated to the Waiwupu the desire of his Government to participate in the loan.

MEETING OF VICEROYS.

SIK LIANG AND LEI KING-HEI IN PEKING.

[By courtesy of the "Sheung Po."] Peking, 18th April.

As both Sik Liang and Lei King-hai, Viceroys designate of the three Eastern Provinces and Yunnan, respectively, happen to be in Peking, it is proposed that they assume the seals of office forthwith.

CANTON-MACAO RAILWAY.

AN EXCLUSIVE CHINESE UNDERTAKING.

[By courtesy of the "Sheung Po."] Peking, 18th April.

The Waiwupu and the Ministry of Posts and Communications have decided that the Canton-Macao Railway shall be built exclusively by Chinese merchants (i.e., with Chinese capital alone).

In the event of the capital subscribed for the undertaking being insufficient, it is the intention of the Government to make up the deficiency in order to check Portuguese interference.

CHINA MERCHANTS' S. N. CO.

QUESTION OF OFFICIAL MANAGEMENT.

[By courtesy of the "Sheung Po."] Peking, 18th April.

The Ministry of Posts and Communications has sent for Taotai Mak, president of the China Merchants' Steam Navigation Co., at Tientsin, to proceed to Peking.

The Ministry is desirous of consulting with him with a view to secure the official control of the China Merchants' Steam Navigation Co.

[Taotai Mak was one of the Commissioners who was appointed along with H.M. Liang Tuo-yan, now president of the Waiwupu, to welcome the American Battleship *Standard* when she arrived in Hongkong on November 24, 1907.]



## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## GOVERNOR OF KANSU.

## TENDERS RESIGNATION.

[By courtesy of the "Shung Po"]

Peking, 18th April.

The Governor of Kansu, H.E. Chau Kai-tai, has memorialized to the Central Government tendering his resignation.

## EUNUCHS.

## PRINCE REGENT'S WANT OF CONFIDENCE.

[By courtesy of the "Shung Po"]

Peking, 18th April.

The Prince Regent has asked the Empress Dowager not to allow the eunuchs to go in and out of the Palace.

## PROVINCIAL TREASURIES.

## DISCHARGE OF OFFICIALS.

[By courtesy of the "Shung Po"]

Peking, 18th April.

Pending the arrival of the special auditors at the different Provinces, a number of officials attached to the Provincial Treasuries will be discharged.

## HOLD BUCCANNERS.

## SAVAGE NIGHT ATTACK NEAR SINGAPORE.

## CHINESE JUNK RAIDED.

Can this be the twentieth century? This is the first thought which arises in the mind, at news of a terrible piracy only a few miles out from Singapore at midnight, on Thursday, when seven Hylam mariners lost their lives in an attack whose unexpectedness alone made it different from the murderous piracies of a hundred years ago, and more, in these waters, says the *Straits Times* of 18th inst.

A Chinese junk left Singapore for Hainan on Wednesday, but found the winds unfavourable and on Thursday night dropped anchor between Pulau Tekong and the mainland of Johore. The fourteen members of the crew and the four passengers were aroused from sleep at midnight by the barking of a faithful dog, which they kept on board, but his alarm was speedily silenced by a ready blow from a long Malay fighting knife, the canine blood on which was soon mingled with that of some of the unfortunate members of the crew.

## A FIERCE ENCOUNTER.

Two prahus had come alongside the anchored junk, and in them were ten men, some Chinese and the others Malays. They proceeded to strike right and left among the railors, laying several low within the first few minutes. They then seized the chieftain and proceeded to hang him up in good old buccanner style, to force him to disclose the resting place of the most valuable contents of his vessel. This he did, and the pirates, having secured all the booty they could make away with, departed in the darkness as silently as they had come. The property reported missing consists of \$4 in money, gold leaf valued at \$80, raw chandu valued at \$90, and six boxes of personal effects belonging to the members of the crew, the value of which is not known.

## POLICE DESPATCHED.

When the survivors came to count up their losses, they found five men dead on the blood bespattered deck, two men missing, their bodies having been thrown overboard, and four more wounded, one of whom is probably dead by the time this reaches our readers, as he received frightful cuts on the head, arms and one leg. His deposition was taken at the General Hospital, last night, by the fourth magistrate. Seven of the occupants of the junk were practically unhurt, and these started to bring their vessel back to Singapore, yesterday morning, the chieftain coming on ahead in a sampan.

When he arrived, shortly before four p.m., yesterday, a police party put out in the launch *Lady Evelyn* and met the junk off Tanjung Katong. She was towed into port, and now lies at anchor near the Master Attendant's Pier. The injured men were conveyed to the General Hospital and the five bodies found on board were taken to the Tang Tok Seng Hospital, where an inquest was held, this morning.

## CHASTLY WOUNDS.

The survivors, who tell the above story turned over to the police four weapons, which they found on board after the pirates left. It is hoped that these may help in identifying the criminals, who, unfortunately, are said to have escaped unscathed, so that they bear no marks of the fray which might help in locating them.

The weapons are two long Chinese knives with narrow blades and bone handles, an axe with a short iron handle, and the heavy murderous fighting blade already described with which the greatest execution was wrought. One of the deceased, who was struck on the top of the head with this weapon, had the side of his head cleaved off, and the blade cut through down into his chest.

The agent for the junk is Mr. Chew Seng Nee, of 34, North Bridge Road. A police party under Capt. Bower, assistant superintendent of police, with whom are Detective Insp. Taylor, Acting Insp. Treadgold, of the Marine Station, and a force of native detectives, left for the scene of the crime at 9 a.m., to-day, in the hope of finding clues as to the identity of the pirates.

## Sensational Raid.

## HOLDERS OF SECRET MEETING ARRESTED.

## ABORTIVE CONFERENCE OF SHIPYARD MECHANICS.

An important meeting which was being held by a large number of native shipyard mechanics at the Chui Nam Hotel, which is situated at 423, and 425, Queen's Road West, was broken up by the police last night, and a number of arrests made. The information that the meeting was in progress was conveyed to No. 7 Police Station by an informer, who had been on the look-out for several days, as the congregation of the mechanics was expected some time last week. It did not come off, however, the belief being that the singlers had expected a raid.

Late yesterday afternoon suspicion was aroused by the fact that a large number of men, some of whom were recognised, were seen wending their way to the hotel, which, naturally, attracted the attention of the informer, who gave the police the tip to act. When Inspector Robertson and a few detectives raided the building the meeting was in full swing. In the large sitting-room were between five hundred and six hundred men, workmen in the service of nearly every dock company and shipbuilding yard in the Colony. All of them were seated around tables, drinking tea, and listening to every word which was uttered by a speaker, who, at the moment, was explaining to the audience the business of the meeting.

The police rushed the room and arrested the speaker and two others, while they seized a number of documents, which were found lying on a table. These documents, it is stated, explain the object of the meeting. After the arrests were made, the meeting broke up quietly. Those arrested were:

Wu Cheung, a fitter, of the Quarry Bay Shipyard, residing at 17, Bulkeley Street, Hongkong.

Chu Pak Uo, timekeeper of the Hongkong and Whampoa Dock Company, Limited, residing at 161, Market Street, Hongkong, and—Fung Chao Man, an engineer and cigarette hawker, of 13, Queen's Road Central.

From information gathered by a *Telegraph* representative, we learn that the meeting was called with the object of establishing a "trade union" amongst the engineers and mechanics employed in the Colony. It was proposed, so we are given to understand, to raise sufficient funds, by subscription, so as to protect members of the proposed guild from any personal difficulty in case of a strike or lock-out. In such a position their claims on employers, will receive more attention than they now do.

This morning, at the Magistracy, the three men were charged with holding a meeting, not being for a religious purpose, without sanction of the Government.

The hearing was adjourned.

## CANTON DAY BY DAY.

## A RIVAL TO MACAO.

[From Our Own Correspondent.]

Canton, 17th April.

It is reported that the usual ceremonies will be formally performed on the 3rd day of the 3rd moon for the commencement of work in connection with the development of Heungchow city, in the district of Heungchow, near Macao. H.E. Viceroy Chang Jen Chun has expressed his desire to take part in the ceremony, together with Admiral Li Chun and the *Taotai* for the Development of Native Industries. The Government gunboats *Kwong Ching* and *Kwong Hong* will convey the official party from Canton.

## FATAL ACCIDENT AT SEA.

On the 12th instant, a cargo-boat, fully laden with bricks and other building materials, bound for Canton from Honam, came into collision with a towing launch named *Shiu Foo* which in the middle of the stream. The cargo-boat was capsized and three men thrown into the river, of whom one was drowned. The remains of the deceased could not be recovered until two days afterwards, when the corpse was found near the Dutch Ferry.

## PRATA ISLANDS DISPUTE.

A telegram was received from the people of Swatow by the Society for the Protection of Boundary Rights in Canton, in which the Society was urged to strenuously maintain the Chinese claim for the ownership of the Pratas Islands. A significant passage in the communication was: "Pratas Islands there are in China, but no Chinese are to live on them!"

## REPORTED DISCOVERY OF COAL MINES.

Two coal mines have recently been discovered, one in the Ma Chik Ling hills and the other in the Fee Ngor hills in the district of Panyu. A merchant named Lo Sit Ting has applied to the officials for permission to develop the mineral sources, but has been refused the privilege. The Panyu Magistrate will proceed personally to the locality to make an inspection of the mines, in order to ascertain the nature of the minerals before granting the applicant's request.

## THE JAPAN SUGAR CO. SCANDAL.

## DOMICILIARY SEARCHES.

Tokio, April 13.

The domiciliary searches in connection with the Japan Sugar Company scandal have been extended to Kobe. Up to the present two former directors and a cashier have been placed in custody.

A rumour is abroad that this prosecution is a sequel to Sir Claude Macdonald's representations to the Premier, but this report is unfounded. "The present proceedings are due to a suit brought by the shareholders as a means, it is stated, of protecting their interests."—*N. C. D. News.*

## "FENG-SHUI"

## CHEUNG-SHA-WAN VILLAGERS ANNOYED.

Some interesting evidence relating to *feng-shui* was heard in the Police Court, this afternoon, during the hearing of a case in which one So Kan, of 54, So Uk village, Cheung-sha-wan, prosecuted a fellow villager, So Sau, who resides at No. 50, for cutting, breaking or damaging with intent to steal, two growing trees, valued at about \$50, the property of complainant and others.

The facts of the case were that some time last week the defendant was seen chopping down two *feng-shui* trees at the rear of his house. The defendant was "warned" by the owners, but he paid no attention and was very nearly mobbed. After he was summoned, defendant confessed that he did not know the trees were valuable. The trees were dead and he did not think they were of any use.

Mr. Hazland, after the defendant had pleaded guilty, asked whether he was aware that the trees were lucky trees—valuable trees.

The defendant replied that the trees were behind his house. The upper parts of them had been blown off by the typhoon some years ago. The trees had since withered and he pulled them down, as he did not think they were of use to anyone.

Mr. Hazland—Were the trees pulled down? Police Sergeant Angus—Yes, your Worship. The defendant was warned at the time he was pulling them down.

Mr. Hazland—The reason the villagers are annoyed is because they considered the trees valuable?—Yes, your Worship. Nobody is allowed to touch any of these kind of trees. Even the police can arrest persons seen hawking any of these trees without permission.

Why do you suppose he tore down these trees?—For firewood. The sergeant added that if defendant was warned not to repeat the offence that would settle the matter.

Mr. Hazland—It seems that the defendant is not liked in the village?—No.

What about the rob? Can the trees be saved in any way?—No, they are dead.

Can anything be done to repair the damage done to the villagers?—No. If he is warned not to do it again all will be right. The villagers want defendant to know that the trees are *feng-shui* and he must not do it again.

Is there a way in which he could contribute something to some fund?—No. It won't do. The defendant, who is a police pensioner, was discharged with a caution.

## DISASTROUS SHANGHAI FIRE.

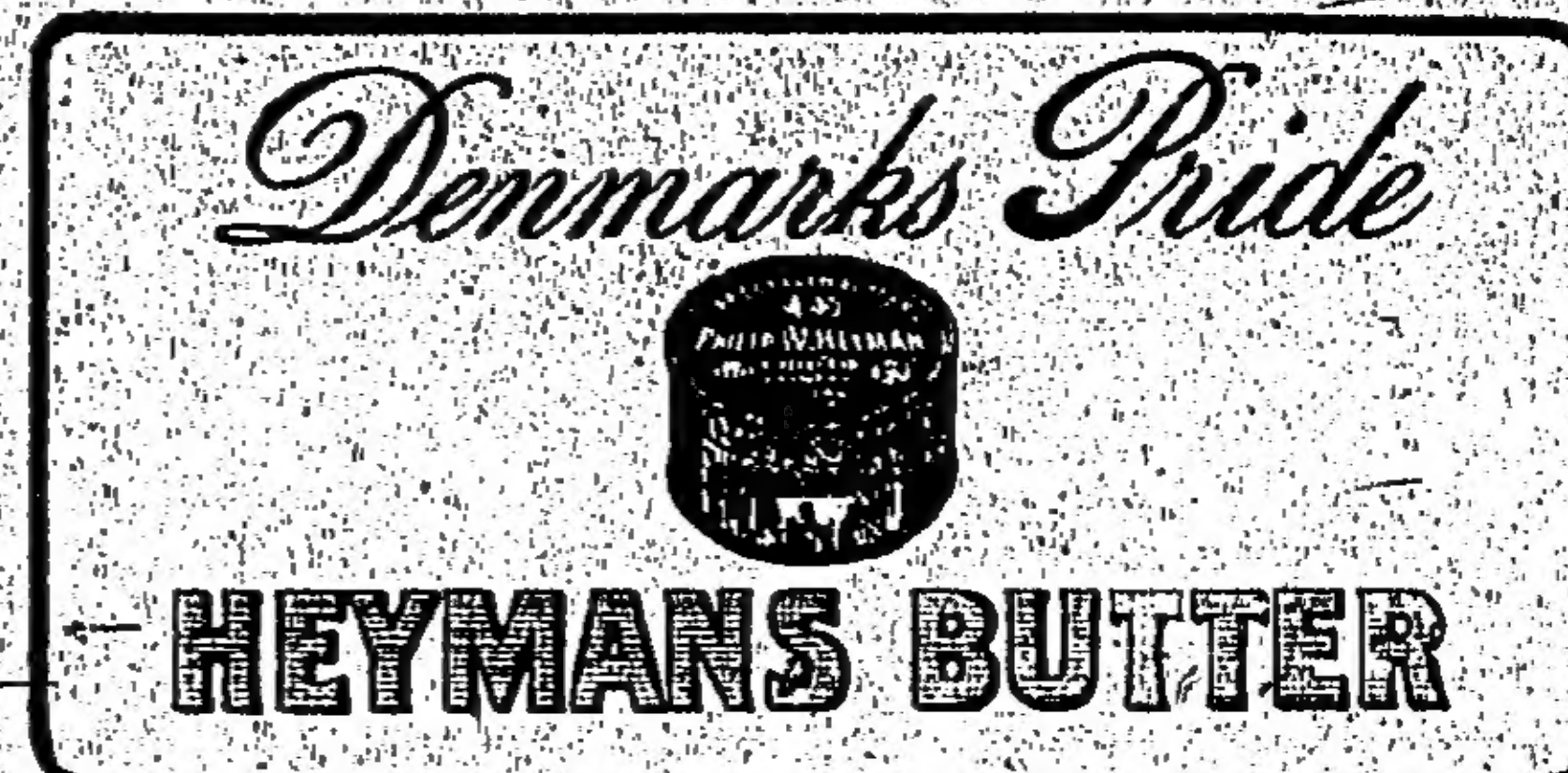
## GALLANT RESCUE BY EUROPEAN FIREMAN.

Following upon the heels of the Ohio-kiang Road fire, the most destructive fire since the beginning of the year happened at Sunghiang Road at 3.55 a.m. yesterday, reports the *Shanghai Times* of 14th inst. The fire started at No. 117 Sunghiang Road, in a basket shop, and though the police and fire brigade arrived on the scene with great despatch the fire had already made rapid headway, the flames which were leaping high into the air, being fanned by a brisk wind which was blowing and which carried blazing sparks in all directions. Dense clouds of smoke made a near approach difficult as well as the intense heat thrown out by the blazing structure and despite all the efforts of the firemen the flames rapidly communicated with the adjoining houses as well as with several round the corner of Shantung Road and the So-gee-bai-ai alloy, in which a number of houses were soon alight. The brigade had its forces well divided and, attacked the fire from all sides and streams of water were kept continually pouring on the flames which steadily ate their way along the neighbouring houses. The roofs of several fell in with a resounding crash and it was six o'clock before all danger was over and the fire showed signs of being under control. In the meantime great excitement prevailed in the neighbourhood and vast crowds gathered to view the proceedings and the police had a difficult task in maintaining order among them. The occupants of the various houses made desperate efforts to save some of their effects and there were several narrow escapes, especially among the occupants of a large lodging house which also went up in smoke. While the excitement was at its height a woman's screams were heard, and the figure of a native woman was seen standing at the window of the upper part of the basket shop shouting for assistance, being entirely surrounded by flames. It was impossible for a ladder to be placed in position and at one time it looked as if the woman was doomed. Suddenly, however, Constable Dunne, No. 86, rushed into the burning house right through the smoke and flames, stooping and shielding his face with his hands, he made his way upstairs and seizing the woman he brought her down and soon had her in a place of safety, his appearance with his burden being greeted with cries of admiration from the large crowds of Chinese who witnessed the gallant act.

The woman suffered only a few slight burns, but Constable Dunne had his face and hands severely burnt while most of his hair was singed off and his clothes completely ruined. His injuries were dressed at the Shantung Road hospital after which he returned to his quarters. In all ten houses were totally destroyed and damaged in the three roads and the loss will be rather heavy, but most of it is covered by insurance in various companies. The heaviest loser will be a skin shop which contained about 15,000 worth of skins, etc. The lodging house loss will also be extensive and the contents of several general goods shops were also badly damaged by both fire and water.

Det. Sub. Insp. Fitzgibbon, who is investigating the cause of the fire, arrested the owner of the basket shop and charged him at the Mixed Court this morning, after which a remand was asked for which was granted. The accused said the fire started in the shop, while the owner of that place was well as several others state that the fire broke out in the basket shop. It was 6.15 a.m. before the roads were finally cleared for traffic and the fire was finally able to go home. It might be mentioned that this is the fourth outbreak of fire which has occurred since the departure of "Dec." Insp. McDowell on Good Friday.

## To-day's Advertisements.



SIEMSEN &amp; CO., Sole Agents.

[858]

## PUBLIC AUCTION.

THE Undersigned have received instructions from Mrs. O. D. Thomson, to sell by PUBLIC AUCTION.

on MONDAY,

the 26th April, 1909, at 2.30 P.M., within her residence, No. 5, Mountain View, The Peak.

## THE WHOLE OF THE

## HOUSEHOLD FURNITURE,

Comprising—Double and Single IRON BEDSTEADS with WIRE and HAIR MATTRESSES; TEAKWOOD WARDROBES with GLASS, DRESSING TABLES, MARBLE-TOP WASHSTANDS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, CROCKERY and GLASS WARE, BLACKWOOD CURIO STAND and TEA TABLE, &c., &c.

## ALSO

## A Quantity of BOOKS.

Catalogues will be issued. On view on Saturday, the 24th instant.

TERMS—As usual.

## HUGHES &amp; HOUGH,

Auctioneers.

Hongkong, 19th April, 1909. [357]

## TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor, No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-WEI-CHONG ROAD. A HOUSE in RIVER TERRACE. OFFICES in YORK BUILDING.

GODOWNS in PRAVA EAST, BLUE BUILDINGS, and No. 168, DES VOUX ROAD next to the Hongkong Hotel. FLATS in MORETON TERRACE. No. 10, DES VOUX ROAD CENTRAL, 1st Floor.

Apply to—THE HONGKONG LAND INVESTMENT & ASSURANCE CO., LD. Hongkong, 19th April 1909. [351]

## WIRELESS FOR "MINNESOTA."

## TO EQUIP THE BIG LINER.

The most powerful set of wireless telegraph instruments ever placed in a steamer anywhere in the world, will be installed by the United Wireless Telegraph Company on the steamer *Minnesota*, of the Great Northern Steamship line. Work already has begun, and will be completed before the vessel sails for the Orient, March 20, reports the *St. Louis Post*.

The equipment will be three and one-half kilowatts capacity. The battleship *Connecticut*, which has the most powerful instruments in the navy, is able to develop only two kilowatts. These instruments are rated at four kilowatts. Figuring on this basis, the *Minnesota's* equipment would be rated at seven kilowatts.

As the battleship *Connecticut* holds the long-distance wireless record for the navy, it is believed the *Minnesota* will be able to break all records on steamships.

By making a comparison with Pacific steamers already equipped with one and two kilowatts capacity United Wireless apparatus, an idea of what is expected of the *Minnesota* can be gained. The *Bertha*, with a one-kilowatt set, communicated with Marshfield, Or., when the vessel was crossing Milbank sound, a distance in excess of 5,000 miles. The *Northwestern*, while crossing Fitzhugh sound, was in communication with San Francisco and Honolulu. This distance is 2,600 miles. The *Northwestern* has only a two-kilowatt capacity set.

Wireless engineers declare that with the three and one-half kilowatt capacity the *Minnesota* should be able to pick up the land stations on the coast of the United States when in the Orient. "Because of the great length of the liner, a long stretch of antenna wire can be strung between the masts. It depends largely on the amount of this wire used as to the receiving ability of a vessel."

A wireless telegraph system will be established on the Oriental coast of the Pacific ocean immediately, according to information received by the local office of the United Wireless Telegraph Company. It is planned to build a chain of stations extending from Vladivostok to Aden.

For this purpose two representatives of the United Company will leave the New York office in a few days with sets of portable instruments for demonstrating purposes. These men have made a study of the Japanese and Chinese languages, and have familiarized themselves with the telegraph codes used in the far East. When this new system is established it will be the only foreign wireless in the Orient. It is to handle the shipping of the Pacific better than this move has been made. As negotiations are now on for equipping the Pacific Mail, Canadian Pacific and the liners to be operated between the ports of Puget Sound and the Orient by the Chicago, Milwaukee and Puget Sound railroad, it has been deemed necessary that wireless stations be established in Japan and China.

Another consideration is the trans-Pacific wireless cable (under). Wireless experts say it will be an easy matter to send aerograms across the Pacific with stations of the same system on both sides.

## WANTED.

AN ADVANCED SPECIALIST, just breaking up his general collection, intending to confine himself to the Far Eastern countries, would be glad to hear from any collectors, who have Hongkong, Siam, Japan, and French Surcharged Offices in South China, &c., &c., to exchange or sell. Bank References. Apply to Lt. Colonel NEWMAN, c/o "China Critic," Tientsin. [350]

## COMPAGNIE DES MESSAGERIES MARITIMES.

## FOR SHANGHAI, KOBE AND YOKOHAMA.

## THE Company's Steamship

## "OCEANIC,"

Captain Sailer, will be despatched for the above Ports on or about MONDAY, the 26th instant.

For Freight or Passage, apply to P. DE CHAMPAGNORIN, Agent. Hongkong, 19th April, 1909. [350]

## CHINA NAVIGATION COMPANY, LIMITED.

## HONGKONG TO SHANGHAI DIRECT CARGO &amp; PASSENGER SCHEDULE SERVICE.

THE Twin Screw Steamers "ANHUI," "CHINHOA," "CHENAN" and "LINAN" leave Hongkong alternately every THURSDAY p.m. and SUNDAY at Daylight for SHANGHAI Direct.

The Sunday morning steamers are available of by the Postal Authorities for the conveyance of M.M. Mails to Europe via the Siberian route, and are the most regular and convenient sailings for passengers travelling via Siberia.

For further particulars apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 17th April, 1909. [350]

## CHINESE SAILORS' MUTINY.

## SHIPPER RESCUED FROM CHINESE CREW.

Armed with knives and blaying pins, 18 contract Chinese sailors, the majority of the crew of the Norwegian steamship *Hendrik Thomsen*, mutinied at the long wharf this afternoon, reports an Oakland despatch of 16th ult. Unable to suppress their violence, Captain M. B. Strandwitz, in command of the steamer, was rescued from a precarious plight by two deputy sheriffs who had been summoned by the Chinese Consul-General.

The arrival of the two peace officers was the signal for actual mutiny. The knives were drawn by the Chinese, who attacked the deputy sheriffs, Kohl and Clark. The latter drew their revolvers and clubs and beat the mutinous crew into submission.

## FIGHT CONTINUED IN JAIL.

The 18 Chinese were taken to the country jail, where they renewed the conflict. For a few moments there was a hard fight between the Chinese and the jailers.

The crew that mutinied were taken on the *Hendrik Thomsen* only a short time ago. The steamer was manned by contract sailors from Shanghai on its first cruise between San Francisco, Australia and the Orient, and all but two of that crew were discharged. These two refused to join the mutiny, but gave Captain Strandwitz information of the plot while at sea.

Having signed his crew at Shanghai, Captain Strandwitz crossed the Pacific to San Francisco without unusual disturbances. A month ago the *Hendrik Thomsen* weighed anchor to gather a cargo north of San Francisco.

## ILL-TREATMENT IS CHARGED.

Lumber was taken aboard at Eureka, and coal at Tacoma. Then the return to San Francisco Bay was begun and the mutiny developed.

The ringleader incited the other 15 seamen to join him because, he said, they were ill-treated, underfed, and their pay was held back. Captain Strandwitz and the white officers had trouble with the malcontents, but no attempt at bloodshed was made during the voyage.

Knowing that as contract Chinese, they could not be landed here, Strandwitz sent for the Norwegian and Chinese consuls as soon as he made harbour. This afternoon the Chinese consul general went to the vessel and warned the mutinous crew that they were under contract and must fulfil it. His advice was disregarded, and Strandwitz solicited aid from Sheriff Barnet.

## PIRATES SHIPPED AS CREW.

Strandwitz said to-night that his craft carried a crew of 32 men, 20 being Chinese. To obtain this class of seamen, the vessels go to Shanghai, which has been Strandwitz's recruiting place.

Speaking of the present crew, the Chinese consul general characterized them as the lowest type of Chinese, drawn from the savage border of pirates that infest the Chinese coast. "It is probable that they will be taken back to Shanghai when the *Hendrik Thomsen* sails."

## Public Companies.

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SIXTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, on WEDNESDAY, the 21st April, 1909, at Noon, for the purpose of receiving the Report of the Directors, together with Statements of Accounts, to 31st December, 1908, and of declaring dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 11th April to the 21st April, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE,

Secretary.

Hongkong, 24th March, 1909. [390]

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Society will be held at its Head Office, No. 2 Queen's Buildings, Victoria, Hongkong, on WEDNESDAY, the 21st April, 1909, at 12.15 P.M. for the purpose of considering and, if thought fit, passing the following Special Resolution—

"That the Memorandum and Articles of Association of the Society be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society to the exclusion of those heretofore prevailing."

Should the above Special Resolution be duly passed, it will be subsequently submitted for confirmation to a further Extraordinary General Meeting, of which Notice will be hereafter given.

Prints of the proposed Memorandum and Articles of Association can be seen at the Society's Offices or obtained on application there.

By Order of the Board of Directors,

C. MONTAGUE EDE,

Secretary.

Hongkong, 7th April, 1909. [306]

## THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FORTY-THIRD ORDINARY MEETING of the Company will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, on WEDNESDAY, the 21st April, 1909, at 12.30 P.M., for the purpose of receiving the Report of the Directors, together with Statements of Accounts, to the 31st December, 1908, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th April to the 21st April, both days inclusive.

By Order of the Board of Directors,

C. MONTAGUE EDE,

Secretary.

Hongkong, 26th March, 1909. [306]

## THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at its Head Office, No. 2 Queen's Buildings, Victoria, Hongkong, on WEDNESDAY, the 21st April, 1909, at 12.45 P.M., for the purpose of considering and, if thought fit, passing the following Special Resolution—

"That the Memorandum and Articles of Association of the Company be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Company to the exclusion of those heretofore prevailing."

Should the above Special Resolution be duly passed, it will be subsequently submitted for confirmation to a further Extraordinary General Meeting, of which Notice will be hereafter given.

Prints of the proposed Memorandum and Articles of Association can be seen at the Company's offices or obtained on application there.

By Order of the Board of Directors,

C. MONTAGUE EDE,

Secretary.&lt;/



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S  
Royal Mail Steamship Line.  
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.  
The only Line that maintains a Regular Schedule Service of  
12 DAYS YOKOHAMA to VANCOUVER. 12 DAYS HONGKONG to VANCOUVER.  
SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong, St. John and Quebec.  
(Subject to alteration).  
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John or Quebec.
"EMPRESS OF CHINA" SATURDAY, MAY 18TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 7TH.
"MONTEAGLE" TUESDAY, MAY 11TH.	ALLAN LINER FRIDAY, MAY 15TH.
"EMPRESS OF INDIA" SATURDAY, MAY 22ND.	"EMPRESS OF BRITAIN" FRIDAY, MAY 18TH.
"EMPRESS OF JAPAN" SATURDAY, JUNE 12TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.  
Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.  
HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).  
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.  
SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.  
Through Passengers are allowed Stop over privileges at the various points of interest on route.  
R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.  
HONGKONG to LONDON. Intermediate or Steamers a 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port  
Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
W. GARDNER & CO., General Agents, Ltd.,  
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

TIENSIN VIA SWATOW, TSING-TAU, WEIHAWEI & CHEFOO.	SHIP	DAY	TIME
SHANGHAI	CHIYU-SANG	WEDNESDAY, 21st April, Noon.	
MANILA	CHIYU-SANG	THURSDAY, 22nd April, 4 P.M.	
MANILA	CHIYU-SANG	FRIDAY, 23rd April, 4 P.M.	
SGAPORE, PENANG & CALOUTTA FOKSANG	CHIYU-SANG	TUESDAY, 27th April, Noon.	
MANILA	CHIYU-SANG	FRIDAY, 30th April, 4 P.M.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	KITSANG	WEDNESDAY, 19th May, Noon.	

These steamers Kaitang, Namang and Fooking leave about every 3 weeks for Shanghai and Yokohama and return via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.  
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
Taking Cargo on through bills of Lading to Yantai, Port, Chefoo, Tientsin & Newchwang, for further information, apply to—  
JARDINE MATHESON & CO., LD.,  
General Managers.  
Telephone No. 61.  
Hongkong, 17th April, 1909.

CHINA NAVIGATION CO., LTD.

For	STEAMERS.	To SAIL
MANILA	"TEAN"	30th April, 3 P.M.
CHEFOO & NEWCHANG	"NANSHANG"	21st " 4 P.M.
SWATOW, WEIHAWEI, TSINGTAU & TIENSIN	"KUIKHOOW"	21st " "
AMOI, MANILA, CHEU & LOILO	"SUNGKIANG"	22nd " "
SHANGHAI	"HUNGHUA"	22nd " "
SHANGHAI connects with Siberian Mail to Europe.	"CHENAN"	25th " Daylight.
MANILA	"TAMING"	27th " 3 P.M.
SHANGHAI	"LINAN"	29th " 4 P.M.
SHANGHAI connects with Siberian Mail to Europe.	"ANHUI"	2nd May, Daylight.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"TAIYUAN"	14th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.  
DIRECT SAILING TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANDI".  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.  
MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.  
FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinkiang), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through bills of Lading to all Western and Northern China Ports.  
N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.  
The Sunday morning sailings carry passengers and H.M. Mails to connect with Siberian Mail to Europe.  
Fares including wines—single \$40, return \$70.  
For Freight or Passage, apply to—  
BUTTERFIELD & SWIRE, AGENTS.  
Telephone No. 36.  
Hongkong, 19th April, 1909.

HONGKONG—MANILA.

Highest Class, newest and most luxurious Steamers between Hongkong and Manila—Saloon staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.  
All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 24th April, at Noon.
RUBI	2540	R. W. Almond	"	SATURDAY, 1st May, at Noon.

For Freight or Passage, apply to—  
SHEWAN TOMES & CO.  
General Managers.  
Telephone No. 17th April, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 1st June, 1909, at Noon.
S.S. MANSHU MARU	5,000 "	August, 1909.
S.S. AMERICA MARU	6,000 "	October, 1909.
S.S. HONGKONG MARU	6,000 "	Dec., 1909.

For particulars, apply to  
K. MATSUDA, Manager.  
TOYO KISEN KAISHA, York Building.

Hongkong, 14th April, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.  
Taking Cargo on through Bills of Lading to all Ports in the United Kingdom and the Continent.

THE Steamship  
"GLAMORGANSHIRE"  
will be despatched as above on or about the 20th April.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO., LTD., Agents,  
Hongkong, 2nd April, 1909.

HONGKONG—BOSTON—NEW YORK.



AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

S.S. "INDRAMAYO", FRIDAY, 10th April.  
For Freight and further information, apply to—  
SHEWAN, TOMES & CO., General Agents.  
Hongkong, 10th April, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG  
VICTORIA, B.O., SEATTLE & TACOMA, VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Aymorio	4,363	T. Shotton	About 24th April.
Buvaric	6,252	Shotton	3rd June.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.  
PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information, apply to—  
DODWELL & CO., LIMITED, General Agents.  
Queen's Buildings, Hongkong, 8th April, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.  
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.  
FOR BOSTON & NEW YORK:  
S.S. "DACRE CASTLE", About 20th April.  
FOR NEW YORK ONLY:  
S.S. "SATSUMA", About 20th May.

For Freight and further information, apply to—  
DODWELL & CO., LIMITED, Agents.  
Hongkong, 10th April, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

"KWONG TUNG" Capt. H. W. WALKER.  
"KWONG SAI" Capt. E. S. CROWE.  
Leave Hongkong for Canton at 9 every evening, (Saturday excepted).  
Leave Canton for Hongkong at 1.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabin.

Passage Fare—Single Journey—\$4.  
Meals—\$1.50.  
The Company's Wharf is situated in the front of the New Wharf Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LTD.,  
SHIP ON S.S. CO., LTD.,  
HONGKONG, and info.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.



STEAM FOR  
STRAITS, OCEYON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)  
THE Steamship  
"ASSAYE"  
Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 1st May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Alamora", 10,500 tons, from Colombo. Passengers' accommodation in which vessel is second before departure from Hongkong.  
Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo late the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Egypt", due to London on 11th June, 1909.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.  
For further Particulars apply to—  
E. A. HEWITT, Superintendent.  
Hongkong, 16th April, 1909.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship  
"CATHERINE APCAR,"  
Captain G. F. Hudson, will be despatched for the above Port, TO-MORROW, the 20th instant, at Noon, instead of as previously advertised.  
For Freight or Passage, apply to  
DAVID SASSOON & CO., LIMITED, Agents.  
Hongkong, 19th April, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship  
"EASTERN,"  
Captain McArthur, will be despatched as above on WEDNESDAY, the 28th inst., at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
The Steamer is installed throughout with the Electric Light.  
A Stewardess and a daily qualified Surgeon are carried.  
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 2nd April, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR SOUTHAMPTON, LONDON, AND ANTWERP.

THE Steamship  
"MONMOUTHSHIRE"  
Captain G. F. Warner, R.N.R., will be despatched as above on or about 8th May.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO., LTD., Agents.  
Hongkong, 13th April, 1909.

CHARGEURS REUNIS (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO  
SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo service from China and Japan to San Francisco.

THE Steamship "AMIRAL EXELMANS"

1,800 tons, Captain X, will be despatched for SAN FRANCISCO and other above destinations on or about the 31st of May.  
For further particulars apply to  
MESSAGERIES MARITIMES, Agents at Hongkong.  
Hongkong, 14th April, 1909.

HONGKONG AVERAGE MARKET PRICES.

Corrected 15th April, 1909. per 5 Mds.

BUTCHER MEAT.

Corrected 15th April, 1909. per 5 Mds.

Corrected 15th April, 1909. per 5 Mds.

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FRUITS.

Corrected 15th April, 1909. per 5 Mds.

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## SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIE &amp; Co. Connected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE PERCENTAGE ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$14,500,000 \$15,000,000	\$2,006,834	Final of £2 and bonus of 5/- for 1908 @ ex 1/8 = \$16.024	54 %	\$940 buyers London £90
National Bank of China, Limited	99,925	£7	£8	\$4,000 \$19,000	\$10,223	\$2 (London 3/6) for 1903	...	\$51
<b>MARINE INSURANCE.</b>								
Canton Insurance Office, Limited	10,000	\$350	\$50	\$1,500,000 \$233,757 \$411,000 \$135,000	none	\$14 for 1907	74 %	\$187½ sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 303,747 Tls. 118,377	Tls. 160,512	Final of 7/6 making 15/- for 1907	54 %	Tls. 105 sales
Union Insurance Society of Canton, Limited	12,000	\$350	\$100	\$2,000,000 \$200,478 \$199,500 \$127,649	\$2,506,012	Final of \$15 making \$45 for 1906 and interim of \$30 for 1907	54 %	\$845 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$100,032 \$85,157	\$591,768	\$12 and bonus \$3 for 1906	7 %	\$225 buyers
<b>FIRE INSURANCE.</b>								
China Fire Insurance Company, Limited	0,000	\$100	\$20	\$1,000,000 \$438,661 \$13,802	\$375,343	\$6 and bonus \$1 for 1907	74 %	\$104 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,438,173	\$568,711	\$27 for 1907	84 %	\$330 buyers
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000	\$1,028	\$1 for 1906	...	\$13 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$90,067	NIL	\$1 for year ending 30.6.1908	74 %	\$35 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$607,500 \$79,423 \$15,344	\$20,279	Final of 1/2 making \$2 1/2 for 1908	84 %	\$30 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$10,000 \$10,000	£23,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = 5/- 154	44 %	\$46 buyers \$24 buyers
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	£5	£5	\$10,000 \$10,000	£23,755	Final of 1/2 making \$2 1/2 for 1908	74 %	Tls. 504 buyers Tls. 524 buyers
Shanghai and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000 Tls. 75,000	Tls. 14,510	Second interim of 1/- for a/c 1908	...	\$23½ \$15
"Shell" Transport and Trading Company, Limited	100,000	\$10	\$10	\$1,000,000 \$1,000,000	\$1,000,000	\$1.00 for year ending 10.4.1908	4 %	\$15
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$47,331 Tls. 98,000 Tls. 81,479 Tls. 44,100 Tls. 8,000 Tls. 7,000	\$1,000,000	Final of Tls. 14 making Tls. 24 for 1908	11 %	Tls. 45 sales
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$200,000 \$150,000	Dr. \$5,858	\$5 for year ending 31.12.08	31 %	\$137½ sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$135,831	\$3 for 1897	...	\$16
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,173	Tls. 31 for year ending 31.8.08	...	Tls. 132½ sales
<b>Mining.</b>								
Oldfield Engineering and Mining Company, Ltd.	100,000	£1	£1	\$175,000 £12,289	£11,556	Final of 1/6 (coupon No. 11) for year end- ing 29.2.08	7 %	Tls. 18 sellers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$150,000 £12,289	Dr. £2,191	No. 12 of 1/- = 48 cents	...	\$8
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Penwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$45,000	Dr. \$7,421	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000 \$26,800 \$1,000,000	\$10,102	Final of \$14 making \$34 for 1907	...	\$50½ sa. and b.
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$1,000,000	\$18,778	Final of \$4 making \$8 for 1908	10 %	\$89 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 13,712	Interim of Tls. 24 for 6 months ending 31st October, 1908	54 %	Tls. 83 sales
Shanghai and Hongkew Wharf Company, Limited	35,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 50,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 %	Tls. 164 buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Dr. £1,134	Tls. 6 for year ending 30.6.09	6 %	Tls. 100 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$750,000	Dr. 4,220	\$2 1/2 for year ending 30.6.07	...	\$104 buyers
Central Stores, Limited	50,000	\$15	\$15	\$750,000	\$24,611	\$1.20 on old and 60 cents on first new issue	...	\$18 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$13,912	\$295	Final of \$3 making \$6 for 1908	74 %	\$85 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$16,475	\$16,475	Final of \$3 1/2 making \$7 for 1908	7 %	\$99 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$21,172	\$5,486	60 cents for 1908	7 %	\$81
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$278	\$14 for 1908	5 %	\$30
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,123,045 Tls. 312,000	Tls. 122,408	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	7 %	Tls. 117 sales
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,908	Final of \$2 making \$4 for 1908	9 %	\$44 sellers
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 8,830	Tls. 5 for year ending 31.10.1908	44 %	Tls. 116 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 45,939 \$20,000	\$9,553	50 cents for year ending 31.7.08	54 %	\$9 sellers
Intercolonial Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 93
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	...	Tls. 112 buyers
Soy Ghee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 31,172	Tls. 15,911	Tls. 50 for 1906	...	Tls. 450 buyers
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500	£448	1/10th per share for 1907 = 1.037	10 %	\$102 sales
China Borneo Company, Limited	60,000	\$12	\$12	\$720,000	NIL	\$1.20 or 1908	104 %	\$21.50 sales
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$1,138	50 cents for year ended 28.2.06	...	\$5
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$10,000	\$1,138	80 cents for 1908	84 %	92 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$8,000	\$48	\$1.50 for year ending 31.7.08	54 %	\$144 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$3,751	Final of 50 cents making 90 cents for 1908	104 %	\$8.90 sales
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000	\$251	75 cents for 9 months ending 31.12.07	8 %	\$12
Hall & Holt, Limited	21,000	\$20	\$20	\$420,000	\$18,957	\$2 for year ending 28.2.08	84 %	\$23 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$9,321	\$1 and bonus 20 cts. for year ending 29.2.08	64 %	\$19½ sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$7,616	Final of \$15 per share making \$19 for 1908	64 %	\$160 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000	\$8,790	Final of \$1 per share making \$2 for 1908	84 %	\$24
Maatschappij tot Mijl- Bosch en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 25,000 Tls. 65,911	Tls. 3,668	1st Quarterly div. of Tls. 124 for account 1909	64 %	Tls. 900 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$7,471	80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08	6 %	\$14
Philippine Company, Limited	75,000	\$10	\$10	none	\$18,640	None	4 %	\$8
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 120,000	Tls. 6,663	Final of Tls. 4 making Tls. 7 1/2 for 1907	64 %	Tls. 112 buyers
Shanghai-Samatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,830 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	54 %	Tls. 135 sellers
Shanghai Waterworks Company, Limited	16,850	£20	£20	Tls. 230,000	Tls. 23,038	Final of 3/- making 46/- for 1908	...	Tls. 422½ ex div.
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$56,602	None	...	\$24
Steam Laundry Company, Limited	30,000	\$5	\$5	none	\$336	40 cents for year ending 31.5.08	74 %	\$51 sales
Tientsin Waterworks Company, Limited	20,000	Tls. 100	Tls. 100	Tls. 15,395 Tls. 4,000	Tls. 201	Tls. 61 for year ending 30.4.07	5 %	Tls. 94 buyers
Union Waterboat Company, Limited	5,000	\$10	\$10	\$50,000	\$1,372	60 cents for year ending 31.12.08	...	\$104 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$1,350	80 cents on 9,900 ord shares and \$19.50 on 1 100 Founders shares for yr. end. 31.5.07	64 %	\$104 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$15,000	\$6,438	Interim of 30 cts. making 80 cts. for the year ended 30th June, 1906	64 %	\$9 sales
William Powell, Limited	15,000	\$7	\$7	none	\$3,951	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$21 buyers

\*These shares are entitled to half of the profits.....

DIVIDENDS PAYABLE

Hongkong Electric Company, Limited  
Union Insurance Society

## Intimation.

COMPANIA GENERAL DE  
TABACOS  
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL 2,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

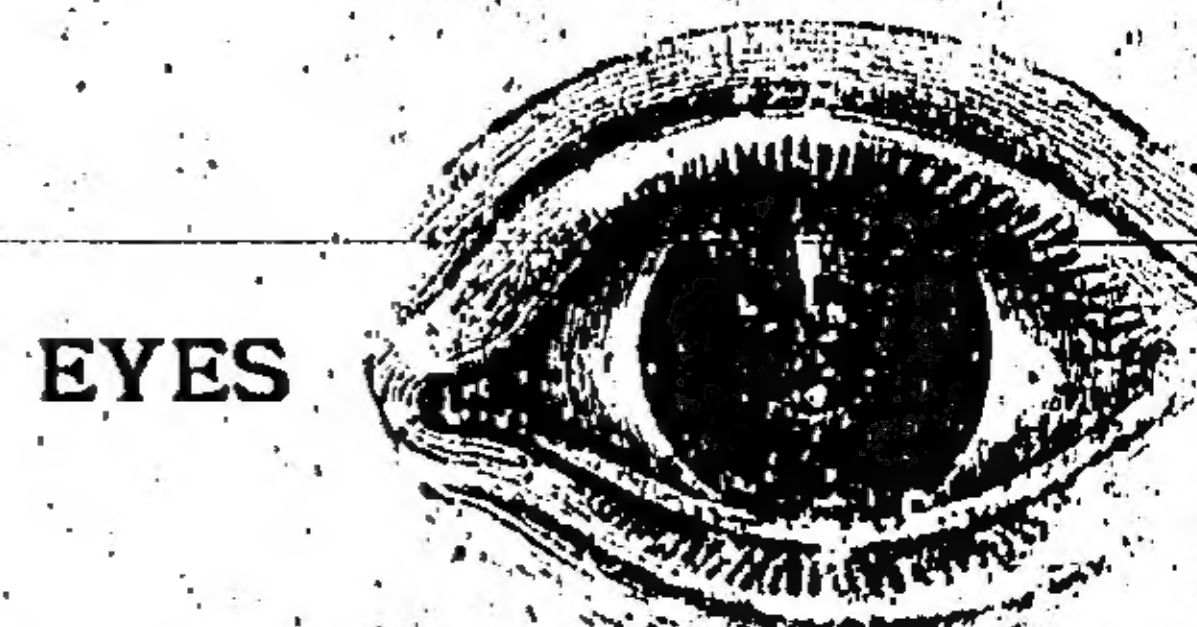
## SPECIAL BRANDS:

Pigtails, Vегueros Especiales, Regalia A. Lopez, Regalia G. Pereira, Favoritos A. Lopez, Favoritos A. Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO &amp; CO.,

AGENTS.



EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight."—Free.

LONDON, CALCUTTA, SHANGHAI.

1, John Street, Bedford Row, W.C. 10, Bentinck Street 566, Nanking Road

O. C. MOOSA,  
1 & 3, D'AGUILAR STREET.

## NOVELTIES OF THE SEASON.

Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS,

FEATHERS, &amp;c., &amp;c.

LACE SCARFS, MOTOR VEILS

IN

VARIOUS COLORS.

## MOUSQUETEIRE GLOVES

IN

WHITE, BLACK &amp; COLORS.

WOOLEN DELAINES, NUNSVAIL-

INGS, VOILES, &amp;c., &amp;c.

LADIES' and CHILDREN'S

UNDERCLOTHINGS.

Samples on application. Coast

Port orders carefully executed.

Shanghai, 20th September, 1908.

THERAPION MAY NOW ALSO BE OBTAINED

IN DRUGS (TASTELESS) FORM.

SELF CURE NO FICTION!

MARVEL UPON MARVEL

NO SUFFERING

NOW DESPAIR

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THE  
CHINA PROVIDENT LOAN AND  
MORTGAGE CO., LD.

(CAPITAL PAID UP .....\$1,500,000)

Loans on Mortgage of House Property, &amp;c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on Application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &amp;c.,

Undertaken and Executed.

SHEWAN, TOMES &amp; CO.,

General Managers.

Hongkong, 10th March, 1908.

F. BLACKHEAD &amp; Co.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT.

DAILLY'S PATENT MOTOR

LAUNCHES,

&amp;c., &amp;c.,